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Governor Wilson is Nominated

BATTLESHIP INSPECTED.

The Palmetto Delegation Went Aboard the Battleship South Carolina Thursday in Baltimore Harbor.

While the leading politicians and others who are most in the limelight are doing their political log rolling between sessions on the tenth or fifteenth floors of the hotels, delegates and visitors to the convention take a little pleasure on the outside. These little diversions afford an opportunity for stretching one's limbs after sitting for four, six, or eight hours in the convention.

It was my privilege Thursday afternoon to visit the battleship South Carolina which is anchored here in Baltimore waters some distance out of the city. A large portion of the South Carolina contingency went in a body, the party being composed of Governor Ansel, Congressman Byrnes, Richard Thaley of Charleston; John P. Thomas, Andrew J. Bethea of Columbia; Neils Christensen, of Beaufort; Mr. Dibble, of Orangeburg; H. L. Watson, of Greenwood; Mr. Archer and Dr. Lancaster of Spartanburg; Congressman Finley, Frank Henderson, Joe Sparks, B. J. Nicholson and a dozen others whose names I do not now recall.

The trip was arranged by Senator Christensen of Beaufort, through Capt. Elliott, formerly of his town, who has charge of the training station at this place. As a result of wireless communication between Capt. Elliott and Capt. Snowden of the South Carolina four of the ship's steam launches were sent in. It required one hour and a quarter each way to make the trip. The water is deep enough to bring a war-dog into the harbor, but, in parlance of the sailor, it is better to let so large a vessel swing at anchor in deep water than to moor in comparatively shallow water. There was considerable jesting among the merry party on our way as to what each one would do to the little launch, only about fifteen feet in length, should collide with some submerged monster of the sea and meet the fate of the Titanic. As no one was willing to imitate the example of Maj. Butte, Col. Astor, and, there being no one aboard, it was agreed that the vessel should survive—those saving the life-preservers first.

Belongs to Second Division. The second division of the Atlantic fleet is composed of five of the vessels in the navy, the South Carolina, Louisiana, Kansas, Jersey and New York. All except the last named are at the New York being at Northampton undergoing slight repairs. One of these vessels are practicing in port but the South Carolina more than an hour out. Our party was very cordially received by Capt. Den. There are no ladies on ships to assist in doing the work on such occasions. Our soon divided itself into small groups and a subordinate officer was assigned to conduct each group over the seven decks. Visitors were not allowed in the lower decks, apartments where the ammunition, supplies, etc., are stored.

The Ship's Crew. Including every individual from the cook to the captain, it requires about 800 persons to man a battleship, such as the South Carolina. There are among representatives of almost every nationality, Chinese, Italians, Negroes, Filipinos, etc. After the inspection had been made refreshments were served in the captain's private cabin, the service being three bright (not intelligent) Filipino boys appeared to be well trained perfectly at ease. The ordnance sailors or enlisted men sleep in hammocks on the second deck and are suspended from the ceiling.

The Ship's Kitchen. An interesting department was

Clark and Underwood Supporters Desert Their Leaders and the New Jersey Executive Sweeps Everything Before Him. Nominated on 45th Ballot.

that where all of the meals are prepared. The wonder is how food for 800 people can be cooked and served in such a small space. It only shows though what is possible when perfect system and order prevail. Dinner was about ready to be served when we were shown through and some idea of the enormous amount of work involved can be gained from the large quantity that is provided. For one meal it requires 60 gallons of soup, 450 pounds of meat, 220 loaves of bread and 80 gallons of coffee. Some drink tea and cocoa. The rising bell is sounded at 5 o'clock every morning and all on board are served with coffee at that hour. They breakfast at 7:30, have dinner at 12 and supper at six. Twelve cooks are on duty regularly.

Very Powerful Guns. Up to this time there is no other vessel in the navy that is supplied with as heavy battery as the South Carolina. She has besides smaller guns, eight 12-inch guns whose projectiles weigh nearly 1,000 pounds each, 300 pounds of powder being required for each fire. Two types of shells are used in these guns. One has a steel point for penetrating the armor of the enemy's vessels and the other is an explosive shell which is used for firing on forts and making other land attacks. These large rifles are effective for a distance of 20 miles, but of course "hitting the mark" is uncertain. The ensign, a last years graduate from Annapolis, who accompanied me through the ship said they do very accurate work in target practice for a distance of eight or ten miles. Down beneath the water line are two torpedo tubes, one on each side of the vessel.

Some Idea of its Size. The South Carolina is 450 feet in length by 88 feet in width. The "wireless" towers, which are also used in actual engagement by "spotters" who watch the effect of the firing, are 135 feet high. There are two engines that propel the vessel, each having a capacity of 19,000 horse-power. On the upper deck is a smaller engine which is used to raise and lower the anchors. The ship has three anchors, weighing 8 tons each. When the vessel is anchored in soft mud, such as is found at the bottom of the Baltimore harbor, the anchors sink many feet and considerable power is required to raise them. The vessel at the time of our visit was lying in water 36 feet in depth, yet the anchor chain registered 15 fathoms, which would allow the anchors to sink about 50 feet in the soft earth.

A Fortunate Co-incidence. That Ex-Gov. Ansel was a member of our party was a fortunate co-incidence, for it was he who received the battleship in the name of the state. His daughter, Miss Frederica Ansel, who married Dr. George H. Bunch of Columbia, christened the South Carolina when it was launched at the Cramps ship yard in Philadelphia in the spring of 1908. Two years later while returning from her bridal tour the governor's daughter presented the silver service in the Charleston harbor that was purchased for the ship by the South Carolina legislature at a cost of \$5,000. Gov. Ansel was chairman of the commission that selected a design for the silver. This handsome silver service of 52 pieces is the pride of Capt. Snowden. It is displayed in rich mahogany cases in his private cabin.

The Pilot House. One of the most interesting parts of the vessel is the pilot's room where the compass, wheel for steering, charts and almost numberless signaling devices are found, all being operated by electricity. A unique and very important device is

Baltimore, July 2.--Woodrow Wilson of New Jersey was today nominated for the presidency by the Democratic national convention. The nomination was made at 3:15 p. m. on the 46th ballot after Underwood and Foss had been withdrawn. Clark had released his supporters. New York as a climax had moved to suspend the balloting and make the nomination of Wilson by acclamation.

Total 46th ballot: Clark 84. Wilson 990, Harmon 12, absent 2.

Wilson's nomination was made unanimous at 3:33 p. m.

that through which the vessels receive signals from lighthouses when in the midst of a dense fog. The signal is transmitted electrically from the lighthouse with the water as a medium. When the lights are obscured by the fog there can be no other means of signaling or communication.

No Clyde Liner in Sight. While on the upper deck of the South Carolina, aided by an officer's powerful field glass, I peered out through the "mists of the deep" to see what was within range of vision. I saw, in imagination at least, the "Apaca" or "Huron" silhouetted against the eastern sky. The mention of these names—Apache and Huron—will refresh the minds of some of The Advertiser's readers with memories that are both pleasant and unpleasant.

J. L. Mims.

How a National Convention is Reported by Great Dailies.

Special to The Advertiser. Baltimore, June 28.—One of the most marvelous things in connection with a national convention is the system and dispatch with which the proceedings are reported by the great daily papers. The demands of the present day reading public together with the sharp competition between newspapers causes them to spare nothing in their efforts to give out the greatest amount of news in the shortest possible time. In connection with this convention, being comparatively near New York, the rivalry is not only very keen among Baltimore and New York papers locally but The World, Herald, Times and American of New York are also vying with the Baltimore papers. The New York American and The Times send their morning editions and extras down a distance of 19 miles on special trains several times each day, reaching this place every morning six hours before Edgefield receives a daily paper of any kind.

What is known as the press gallery which is supplied with desks for the working or reporting press is located near the rostrum which in this convention is at least ten or twelve feet above the floor.

A few of the papers have an operator seated beside the reporter in the press gallery who on a noiseless ticker sends the proceedings by special wire from the convention hall direct to

the newspaper office, whether it be in Baltimore, Chicago, New Orleans, New York or San Francisco. Other reporters, the vast majority, find their matter to the Western Union Messenger boys who are constantly in attendance. Some use the long distance telephone, there being a number of specially arranged telephone booths near by. Under the rostrum and a little to the rear are nearly a hundred telegraph operators who work at lightning speed during and for some time after each session of the convention, ticking off the matter over the wires as it is sent in by the reporters.

Another feature of the reporting that is handled with almost miraculous dispatch is the cartooning and illustrating. All of the score and more big dailies that are sold here on the streets for one cent a copy have cartoons or cuts of some form. Hearst's cartoonist will, without scarcely being noticed by the laity, walk around the rostrum when some prominent person rises to speak, making strokes with his pen as he passes from one view point to another, and in an incredibly short time his true-to-nature likeness or caricature, as the case may be, is completed and on its way to New York to be used in connection with the speech.

Another means that some employ for procuring material for cuts is the flash light. Probably a half dozen times during each session one will hear a muffled report near the rostrum followed by a huge puff of smoke. The hall is so large that the movements of the artist, the report or the smoke scarcely attract attention.

I should have stated above in connection with the delivery of New York papers in Baltimore by special trains that Hearst's train has made what is probably a world's record for that distance. He uses the Pennsylvania road as far down as Philadelphia and at that place his trains are switched to the Baltimore and Ohio tracks, making the trip from Philadelphia to Baltimore, a distance of 92 miles, in 84 minutes.

J. L. Mims.

"Dixie's" Popularity is Now Nation-Wide.

Special to The Advertiser. Baltimore, June 28.—Repeatedly since the convention has been in session I have been impressed with the great popularity of "Dixie."

For the first several sessions an orchestra composed of a large number of stringed instruments, supplemented by some of the smaller wind instruments, furnished music, but the ovations given the leading candidate became so frequent, so prolonged, and so deafening that a large brass band had to be substituted for the tamer and more modest orchestra in order to cope with the situation. This morning as the band played "Dixie," seemingly with more animation and feeling than usual, a newspaper man from Bethlehem, Penn., who was seated on my left, applauded much more heartily than I did, so did the scribe on my right from Wisconsin. After the band had stopped the Pennsylvanian voluntarily remarked that "Dixie" never fails to strike a popular cord. I then asked if northern audiences generally enjoyed hearing it, and he replied that they did, having noticed its cordial reception on a number of occasions. He further stated that sometime ago he attended a convention in Pittsburg, Penn., of his college fraternity, and when "Dixie" was played some of the young men from the south became so enthused, not satisfied with waving their handkerchiefs, they took the table cloths from the small tables and waved them high in the air. He, together with some of the representatives from New England joined in the patriotic demonstration.

I said, mentally, of course, thank Heaven, "Dixie" and the South are at last coming into their own.

J. L. Mims.

Dr. Wharton Greatly Beloved in Baltimore.

Special to The Advertiser.

Baltimore, June 29.—Contrary to the popular opinion that politics and religion, like oil and water, will not mix, all of the sessions of the convention have been opened with prayer, the entire audience of eighteen or twenty thousand people rising and giving respectful attention. The first session was opened with prayer by Cardinal Gibbons, who is deeply revered by many Baltimoreans. The bishop of this Episcopal diocese officiated at the next session, and a Methodist minister was invited the third day. Yesterday this honor—more properly, duty—fell upon Dr. Wharton who holds a warm place in the hearts of the Edgefield people. That he impressed the large audience by his very earnest invocation was indicated by the displaying of the following bulletin in front of the Baltimore American building yesterday afternoon: "The morning prayer enthused the convention. Rev. Dr. Wharton was tendered a splendid ovation."

The day after I reached Baltimore I asked a prominent business man if he knew Dr. Wharton, the Baptist minister. His reply was, "What, know Dr. Wharton? why he is known by practically everybody in town." My little companion and I will go out to hear Dr. Wharton to-morrow morning, and to-morrow night we will attend the First Baptist church of Philadelphia, Dr. Ferris being its pastor. The Philadelphia papers announced to-day that a very attractive musical program has been arranged for the First church to-morrow evening.

J. L. Mims.

TRUSTEES, NOTICE.

I wish to remind you of the importance of early employment of teachers. Teachers who are in demand do not wait till September or October for schools.

W. W. Fuller,
Co. Supt. Ed.

PLUM BRANCH NEWS.

Strange Accident. Romantic Account of Fender-Anderson Courtship and the Brilliant Wedding.

A sad accident occurred last Wednesday on the farm of Mr. B. D. Kitchings. A negro, who was working for him, was riding a mule from the field to the barn when the mule became frightened, throwing the negro off. As he fell, his foot became entangled in the gear, and the mule ran until the negro was so terribly bruised and mangled that he died soon after.

An event which is so knit into the social life of Plum Branch that a somewhat detailed account of it will interest many of our readers. This event is the marriage of Mr. Norman H. Fender and Miss Elloree Griffith Anderson on the 26th of June in the first Baptist church of Woodruff, and they have the honor of being the first to plight their marriage vows in the beautiful new building which has just been dedicated. The large pulpit was tastefully decorated and a skillful description of it would make interesting reading, but only those who saw it can fully appreciate its beauty. Promptly at 8 o'clock the pianist, Miss Margaret Bullington, was at her place at the piano, and Mrs. B. F. Allen of Batesburg, vocalist of the occasion, sang two appropriate solos. While the wedding march was being played, it was interesting to see the bridal party march to their places, and they made a beautiful and striking appearance as they stood on the well lighted rostrum. Mr. William Anderson, father of the bride-to-be, led her to the rostrum where she was met by her intended who led her before the officiating minister, Rev. H. M. Fallaw, and using the ring ceremony, soon made them husband and wife. Miss Louise Anderson sister of the bride, was maid of honor. Mr. Simms Fender, brother of the groom, was best man, and Mrs. W. H. Arnold, another sister of the bride, was dame. The bridesmaids were Misses Mae Roper of Edgefield; Verna Parsons of Woodruff; Arrie Hiers of Branchville. Messrs. Earl Blackmon of Greers; John Anderson and Roy Drummond of Woodruff, were the groomsmen. Little Hazel Arnold the ring bearer, and Misses Olive Kirby and Virginia Irby the flower girls did their parts well, and the rainbow design was beautifully brought out by the dress of some in the bridal party. The bride and groom left immediately after the ceremony for Asheville and other points in the mountains of western North Carolina.

Mr. Norman H. Fender and Miss Elloree Griffith Anderson, now husband and wife, met for the first time when the latter stepped on the train at Plum Branch Sept. 19, 1911. Both of these with Miss Mae Roper of Edgefield arrived on the same day to take charge of the Plum Branch high school, and all of them did splendid work in the school room, while outside the school room some successful courtship was done, the result of which on the 26th, aroused the interest of the entire town of Woodruff. Mr. Fender will teach the Hunter's Chapel High School in Bamberg county with his better half to brighten up his father's home in which they will live, while Miss Mae Roper goes to take charge of the intermediate department of the Trinity Ridge High School in Laurens county. Time rolls on leaving wonderful changes in its tracks.

Large Purchases.

We have just unloaded One solid car of chairs, One solid car of furniture, One solid car of Hackney wagons, One solid car of Hackney buggies, and are now ready to supply you with everything in these lines.

Ramsey & Jones.